

Hatch turkeys all year

A call to put turkey production on a year-round basis to make the industry as efficient as possible was made recently at Yorkton by Dr. A. R. Kromis, of the University of Manitoba's poultry department.

He said raising a turkey for food for a year as hatching eggs would be collected from eight to 10 weeks "was expensive business". Modern turkey hatcheries and processing plants operate only three months or so and the creation of costly housing and rearing houses used only part of each year's production potential. Dr. Kromis said, does not and, mechanization and integration is essential to efficient, low-cost production.

The Manitoba poultry specialist said year-round hatching and growing of turkeys is the most significant trend toward improvement of efficiency of turkey production.

Control of light, temperature and humidity, Dr. Kromis said, is essential for year-round economic production. "It is an increasing trend towards growing turkeys in complete confinement because environment is under total control. Outbreeding light is especially important. If turkey producers are to produce eggs some 20 to 25 weeks of the year, egg production is necessary to maintain turkey broiler industry."

Dr. Kromis said that production from poulters which hatch in fall and carry winter light should be restricted to one hen per turkey when light is on 20 to 25 hours a day. During the brooding period, light should be on 13 to 15 hours.

Complete insulation of the turkey house is necessary to maintain a uniform temperature between 50 and 60 degrees Fahrenheit during winter and below 40 degrees in summer. Dr. Kromis said that four inches of insulation in walls and about six inches in ceiling.

Dr. Kromis recommends wind-drawn houses with emergency openings to take care of poor fowling and bad weather. Windows in poultry houses allow great lighting in temperature and do not provide adequate controlled lighting through the year.

Fan ventilation gives greater control of ventilation, but an exhaust system should be also provided. Complicated ducts and pipes reduce the capacity of fans and ventilating systems.

To take care of extreme conditions, Dr. Kromis says the ventilating fan should have a capacity of one cubic foot of air moved per pound of live weight. This means 400 pounds of live weight would require 100 cubic feet of air. This would provide a movement of 2000 cubic feet of air per minute. Two fans each with a cubic foot per minute capacity of 5000 cubic feet would provide adequate ventilation.

To calculate the size of the fan, Dr. Kromis says to divide the fan capacity in cubic feet per minute by 10. With 6,000 cubic feet of air, you would need 2,000 square inches. This makes each 20 by 10 inches would be spaced evenly so air will be distributed through the house uniformly.

The fan should be kept operating most of the time by turning on the fan opening and the fresh air intake by hand as required. A thermostat is essential for a fan safety control.

Dr. Kromis recommends central heating for large-scale turkey brooding. First choice is the hot water system consisting of 1 1/2 to 2 inch water pipe for radiator tubes placed along the centre of the pen about 16 inches from the floor. For medium-sized flocks, a central hot air system may be used to maintain room temperature at 70 degrees Fahrenheit, supplemented with heat bulbs the first three weeks.

Mechanization reduces labor costs. Mechanical poultry house cleaners, self-waterers, mechanical feeders, and roll-out nests all have a place in the turkey brooding shed. Wire or slatted floors, however, have not proved satisfactory yet.

A contribution

Have a contribution via the mail this week. I don't know how it is or who wrote it. We are not in the habit of printing unsolicited articles, but this is rather a nice poem, and is worthy of commemorating by any who drive.

Give This A Little Thought
When I was driving on the street
Where little fells I got to meet
I saw a car which seemed to play—
I play I hope I'll drive in just the way.

That I would drive it mine were these
When remembered—
Remembered—It Won't Kill You!
The Weekly News, Leader, Sask.

Venus, in criminal law, is the proper way of justification for the trial of a crime by indictment.



14 4-H CLUB AMBASSADORS—Left to right, back row: Gary McKenna, Bobbie Irene Cattie, Craven, Harold Schmidt, Merrill, B. E. Brock, supervisor, extension specialist, Dept. of Agriculture; Lewis M. Stalton, supervisor, Ag. Rep. Dept.; Agriculture; Graham Ridd, Hamilton, Rep. Front row: Miss Thelma Harty, Supervisor, girls work, University of Sask.; Lorraine Lee, Maitland; Karen Christensen, Brandon; Carol Davidson, Antelope; Pamela T. C. Douglas; Marion Sutherland, Borden; Carolyn Leavay, Prince; Sharon Kitchenson, Pelly; Dorothy Jane Netherhill.

Oil tour successful despite mud

Steelman mud, close to the consistency of Bledonian crude oil, did not stop the Canadian Petroleum Association's two-hour tour of all-day in the Estevan area.

The tour, organized and staged to familiarize representatives of the government, press, public opinion and other agencies with oil producing pipelines and other oil field installations, had progressed as scheduled from Regina until the mud of the Estevan area was encountered.

At that point the buses ran into real progress problems and the tour had to be abandoned. With the assistance of a couple of wheel trucks, the buses were turned around and the tour proceeded to Estevan where an evening dinner was served in the Chamber of Commerce.

Later the tour returned to Regina. The mud was not as bad as being a hot mud, either in the morning or the more than 50 people in the buses.

The CPA aims to establish a better understanding between the petroleum and natural gas industry and the public, to encourage co-operation between the petroleum and natural gas industry and federal, provincial and local governments and other authoritative bodies to provide common ground for discussion of matters affecting its members, and to foster better understanding between itself and other organizations with similar objectives and purposes.

Even more than that, as G. B. McCallum, division of the CPA, explained, "we are greatly concerned about getting across our message, an explanation of our problems, an understanding of our position in this country's economy and particularly our day-to-day work."

Quick to knit

Protect "small-fry" from winter's cold and drizzle with this soft, warm sweater.

Take little ones to knit! Steam them 2 colors of require pattern. Note cables, earflaps. Pattern 7064, 12 pages. \$1.00. Children's, 2-3 years old.

Send your order (notes) for this pattern (stamps cannot be accepted). Print plainly name, address, pattern number, and size.

Homehold Arts Department, Department E.F.F., 60 Front Street, W., Toronto.

Sask. 4-H Club ambassadors travel to Winter Fair

Saskatchewan's 14 top 4-H Club members met with Premier C. C. Rowley in Regina, Wednesday, November 12. The group of young people, ranging in age from 16 to 19, are the province's delegation to the national 4-H Club Week in Regina.

They were in Regina in my blouse with grey flannel or skirts, they all carried the heavy load in the Executive Council's state tapestry painted of the coat of arms of the province. The table is normally used by cabinet members.

The 14 youthful travellers, who arrived in Toronto Tuesday, November 13, have been selected from 4-H Clubs in all parts of Saskatchewan by the Extension Department of the University of Saskatchewan. The table of members by each delegate to the welfare of his or her club and community as well as provincial commitments.

On Tuesday, the 14 were entertained at a banquet in Saskatoon by the Department of Agriculture. They arrived in Regina on Wednesday for a full day of activities. Lunch at the Hotel Saskatchewan was sponsored by the Regina Extension Association, followed by their visit to the Premier's office. Later, during the day, they were taken to the Museum of Natural History.

The delegates left Thursday by train for Toronto, for a week of educational activities and entertainment. A major event of the week will be a visit to the Royal Agricultural Winter Fair. Tuesday, November 13.

Local postmaster has "Irish Stew" A La Sputnik

Jack B. Hickey, our local postmaster, one day last week thought it would be an excellent time to have a feed of Irish stew while his wife, Mrs. Hickey and son, Priscilla, were visiting friends in Ottawa.

Jack proceeded to put his favorite recipe in a pot of water and placed same on the stove. His wife, who was almost ready to be annoyed that it was more than ready when an explosion occurred in the kitchen painting the ceiling walls, furniture, etc., a different color. This happened around 10 p.m., and the next morning at about three o'clock he and his wife, who were completely washed and looking up and again. "The next time you phone me and I do not answer immediately," said Jack, "you will know the reason why."

The Saskatoon Post Review, Vancouver, B.C.

GOOD ADVICE IN CHURCH

Comments on a United Church order of service could be well observed by members of all denominations. One item stated: "If you must whisper in church, let it be a prayer." Another said: "If we enter this sanctuary, we must speak to God. As we listen here, God may speak to us. We depart, let us speak to each other."—The War Cry.

IN HIS FATHER'S FOOT- STEPS—A 17-year-old native of New Westminster, B.C., John C. Brown, has lived in the shadow of his Army all his life, and lived it so much that he carried last summer in Basel, Germany, as an Army soldier-apprentice.

He has been training at the Royal Canadian School of Artillery at Camp Shilo, Man.

His father is an Ordnance Corps sergeant-major attached to the Royal Canadian Engineers and stationed in West Germany. When he began his Army career, even when he enlisted in the Royal Canadian Mounted Police, he transferred to the New Westminster Regiment. He is a veteran of service in the United Kingdom, Northwest Europe and Korea.

Young John lost no time last July in signing-on after learning that his father wanted for a new group of mid-air apprentices in the Royal Canadian Mounted Police. He left West Germany, to two years of training. On August 20, he began his Army career with two years of study to complete his formal education while receiving early military training. On graduation, he will serve a minimum of three years as a Regular Army trainee soldier.—Canadian Army photo.

Because the bassoon leads itself to be a leader, it has been called the humorist of the orchestra.

Top Place for Lowly Potato



The humble potato is one of the most important crops in Canada's agricultural economy. Premier vegetable, it ranks fifth among field crops in gross farm value, and is cultivated from eastern Newfoundland to Vancouver Island, and even within the Arctic Circle.

An inspector for the Federal Department of Agriculture spots checks bags of table potatoes on a railway freight car at Grand Falls, N.B. Recently, inspection of potatoes at the retail level has begun. Potatoes rank second (after rice) as major food of the world's population.

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Highway accidents

Motor vehicle traffic accidents took 344 lives in August this year compared to 385 in the same 1967 month, according to preliminary figures. The number killed in the second quarter this year was 740 compared to 732 last year, and for the first half of the year totalled 1,576 against 1,587 in 1967.

Coy fawns

Coy fawns during over a candy cane make an amusing Christmas decoration to use out of doors or beside the Christmas tree. The actual-size pattern for these 9 1/2-inch cutout figures are as follows:



each. These two patterns (434 and 435) also are included in Pattern 435 which gives two styles of fawns for your lawn all for \$1.75.

Dart fishing game

Dart and beer bag games are fun and colonial versions of them may be made at home. Pattern 412, which shows how to make it, and gives actual-size guides.



For painting the fishing game and making a rabbit to be thrown over, is also, it is also in the Book of Fun Game Cards, No. 24 which gives seven other games — all for \$1.75.

Costume marvels

PRINTED PATTERN

8485

WAIST

14"-32"



How to look smart every day out of the seven Whip up two skirts-one slim, one full, for miniskirt or all-year tops. Free! Pattern 444, 25¢.

Printed Pattern 444, 25¢. Waist Size 24, 26, 28, 30, 32. Waist Size 28 also shown. 25¢. Yards 24-inch, 34", 2 1/2.

Printed Pattern 444, 25¢. Pattern part. Baster, scissors.

For forty cents (40¢) to extra (50¢) cannot be accepted for this pattern. Please print plainly name, address, style number. Anne Adams Pattern Dept., Department P.L.L., 60 Front Street, W., Toronto.

Tin Lizzie still remembered as versatile, reliable auto

Foreman of fifteen million of its kind, the first Model T Ford began to chug its way down the highway of history on October 1, 1908.

This was the "universal" car that would take you anywhere and bring you back. It was the driver, the jockey, the public-jumper, the Tin Lizzie. It was the car that became a world institution, a personality, a member of the family.

People loved it, laughed at it, swore at it, named it, and it survived years of an affection rarely accorded an inanimate thing. It was the central character in a million human dramas and the butt of countless jokes.

When the Model T made its appearance 50 years ago, Henry Ford admitted it was the best car he knew how to design. He merely said the road of 1908 was bad. He was going to build a car that would run through anything. He did.

The essence of the Model T was its simplicity, dependability and Mass production made it possible to manufacture to own. On one time the Model T sold in the United States for \$290, without extras.

From its introduction in October, 1908, until it gave way to the equally beloved Model A in 1927, more than 15,000,000 Model T's were built, of which 750,000 came from the plants of Ford Motor Co. of Canada. It is estimated that some 85,000 Model T's are still in service on the roads of the world, or which 22,000 are believed to be in Canada.

Most people of generations contemporary with Model T have a mental image of a touring car with a hunky black body and a flapping fabric top.

It was not its beauty, but its heart, its guts, and even its sheer pervicacity, that made the Model T the wonderful, unforgettable car that it was. It had a very strong, a delicate of character, and an almost indestructible quality about it.

Driving the Model T

The operation of a Model T required a dext-may-care spirit, little patience, a word of confidence, a little mechanical ingenuity and, above all, a special "feel" for the particular car. Each specimen of the breed had its own weird quirks, which it demonstrated with fondness during the most inopportune times.

There were things one simply had to know about Model T's that probably were never spelled out in the owner's manual.

One of the most common was the cracking for example. The choice of the Model T was not just a far. The spark and throttle levers had to be in exactly the right position. On gripping the crank handle with the fingers only it was the thumb around it was to give a fractured arm or dislocated.

As early as 1915 the car had a back-lashed vibration. Cracking was cured by a quick upward dip, a trick acquired by practice. Sometimes the engine caught immediately, more often it was stubborn.

If the emergency brake had not been applied to the full, the Model T had a habit of heading forward when the engine started, nudging the driver against car or wall.

To save himself, he had either to leap aside or brace himself against the radiator to hold the car.

Once mounted on the throne of the seat, the driver gently released the emergency, at the same time pressing the low speed pedal to the floor. The throttle lever was moved a few notches and the rear leaned forward with a roar.

As it gained speed, the clutch pedal was released and the car shifted with a jerk into its first gear. In the early models there was an upright handle for reverse, but this soon was replaced by a foot pedal, making three pedals in line—clutch, brake and reverse.

Hills to Reverse

The Model T and its direct—usually preferred to climb long steep hills in reverse. The strategy was to approach the grade lightly, with the hope of breaking the hill before the engine stalled. If the car stalled, it was usually turned around in the middle of the road. The Model T's 100 lb. wheelbase made possible a

full turn in a 12-foot circle.

By backing up the hill, the gas line in the tank under the gas flowed to the carburetor. Moreover, the dry, hot metal bearings, deprived of oil on the upward climb because of the splash-and-gravity system, received lubrication when the car was backing up the hill.

Bailing water repairs

In the tradition of the car that would take you anywhere and bring you back, the Model T was astonishingly amenable to almost any repair required the driver might derive an emergency fix.

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At least one driver, straggled without oil from any garage, filled his canister with butter and drove home in triumph.

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Park birds need grain

A special appeal has gone out to farmers in the Portage la Prairie district to donate grain and alfalfa for a large flock of ducks, geese and other birds and animals wintering at Island Park.

A large increase in the number of birds wintering at the park this year has caused considerably the grain in storage bins for regular feeding of park birds and animals.

A. C. MacInnes, superintendent of the park, said he expects to winter more than 100 geese and ducks. These are in addition to a number of guinea hens, bantams, Ameraucans and Golden Pheasants, and other types of fowl.

An average of 40 bales of hay or a day is used to feed the stock at the park. The feed is fed, while not in extreme short supply, is going down, and Mr. MacInnes said he could use some alfalfa to be sure of enough feed for the animals. The Enterprise, Portage la Prairie, Man.

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Granite Quarries Humming

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have run down to dusk, turning out some for the many new buildings and bridges being constructed from concrete. Above, foreman Tom Archer directs placing of 40-ton block by hoist.

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National Film Board of Canada Photos by Chris Lund.

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